

Regional Transportation Planning Organizations (RTPOs)

What are they?

Regional Transportation Planning Organizations (RTPO) are formed by voluntary associations of local governments within a county or within geographically contiguous counties. RTPO members may include cities, counties, WSDOT, tribes, ports, transportation service providers, and private employers.

Why were they created?

The 1990 Growth Management Act (RCW 47.80) authorizes RTPOs to ensure regional coordination of state and local transportation plans.

How are RTPOs different than MPOs?

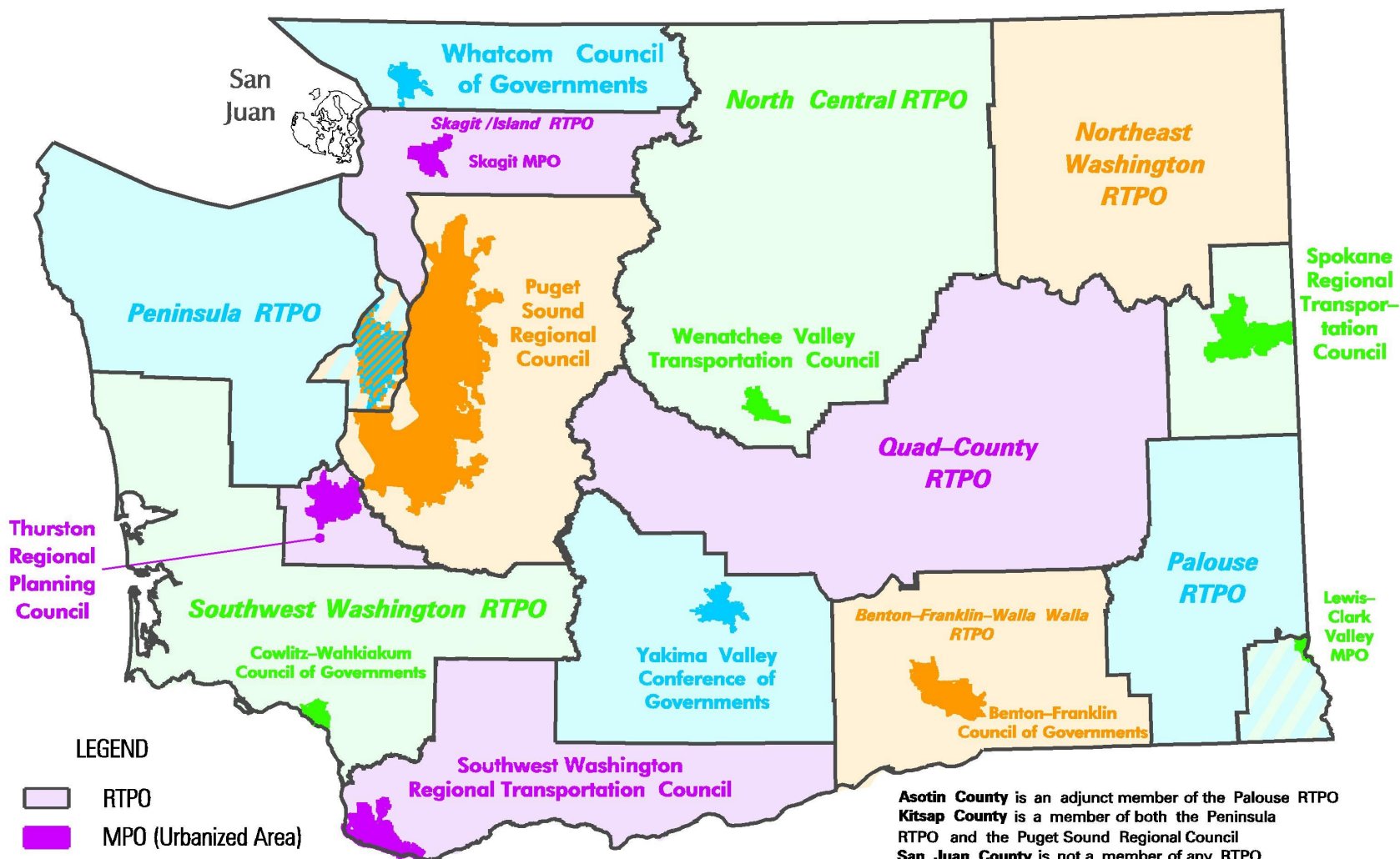
Regional Transportation Planning Organizations (RTPO)

- Created by **state** legislation (GMA) and supported by **state** funding
- Includes **both urban and rural** areas

Metropolitan Planning Organizations (MPO)

- Created by **federal** legislation and supported by **federal** funding
- Includes **urbanized areas only**

Regional and Metropolitan Transportation Planning Organizations



There are 14 RTPOs covering 38 of the 39 counties in Washington.

What is the Regional Transportation Planning Process?

RTPO planning must involve cities, counties, WSDOT, transit agencies, ports, and private employers. Other entities may be invited to be members, for example tribal governments. Among other duties individual RTPOs may perform, RTPOs are required to:

- Prepare a **Regional Transportation Plan**
- Certify that countywide planning policies and transportation elements of local comprehensive plans are consistent with the Regional Transportation Plan
- Develop a six-year Regional Transportation Improvement Program

What are the plan requirements?

Federal Surface Transportation Act (TEA-21)

- Each MPO must prepare a transportation plan and program providing for development, management, and operation of systems and facilities considering ***all modes*** of transportation.
- Plan must be based on at least a **20-year** forecast period and be financially constrained.
- The plan shall be reviewed and **updated** at least every 5 years (*3 years in air quality non-attainment areas*).

State Law

- RTPOs must develop a plan that “sets forth a proposed regional transportation approach . . . to guide the development of the **integrated, multimodal regional transportation system**.”
- The plan shall be **reviewed for currency** every 2 years
- All transportation projects, programs, and demand management measures within the region that have an impact on regional facilities or services must be consistent with the plan.
- The plan shall identify **priority levels** for proposed future transportation facilities and services.

Transportation Plan Relationships

Washington State Transportation Commission (Sets State Transportation Policy)

Taken collectively, all of the plans shown here make up the complete transportation plan for the state of Washington.

This graphic description represents an interdependent cyclical approach to planning. Each plan is both internally and externally consistent. Each plan is related to the others, and each cycle of the planning process affects each of the other plans.

Washington State Transportation Commission sets policy for the entire state and guides state transportation investments. Washington's Transportation Plan (WTP) is the vehicle for this, and this plan is cooperatively developed through discussions with the general public, elected officials, the public sector, and private sector business interests. The WTP is based on state and national goals and policies expressed in law. Local and regional policies influence the WTP as well.

Washington Transportation Plan (WTP)

- Modal Plans
- Financial plan
- Short Range (6 year)
- Long Range (20 year)

Local Plans

- County
- City
- Transit
- Ports
- 6 Year Plans
- 20 Year Plans

MPO/RTPO Regional Plans

Components of the Regional Transportation Planning Process

